

WELLS SYNDICATE MAY GET EMPIRE

Conference With Hofheimer Accepted as Evidence That Deal Will Be Closed.

NO NEED THEN FOR LYRIC

West Broad Street Theatre, Seating 1,200 People, Ready for September Opening.

Although no definite statement has been given out, there is every reason to believe that the Empire Theatre, in West Broad Street, will be taken over by Jake Wells, president of the Wells Syndicate Company, to be operated as a part of the Wells system. In the event that the deal is closed, it is believed that the plan for the erection of the Lyric Theatre at Eighth and Grace will be abandoned, although it has been announced all along that the question of the city's right to refuse to issue a license will be bitterly contested in the State Supreme Court.

Conference in New York.
M. L. Hofheimer, who is building the Empire, declined yesterday to discuss the negotiations, except to say that he had stopped over in New York last week on his way home from Boston for a conference with Mr. Wells, at which the whole matter was taken up in detail. Mr. Hofheimer said, however, that no definite or final agreement had been reached. Mr. Wells is expected in Richmond during the latter part of the week, when it is probable that another and more extended conference will be held.

Mr. Hofheimer's activity in theatrical matters has attracted widespread attention throughout Virginia. While he had never ventured into that field before, the manner in which he prepared to bring forth the Empire showed that he was not a novice in the business. He had expected to open the new playhouse by the middle of August, but it is doubtful now if it can be opened before September 1.

High-Class Equipment.
Counting the value of the site on which it is located, the Empire cost Mr. Hofheimer about \$150,000, and those people who have never seen it have no idea of what it is like. It will seat 1,200 people. Everything was planned for comfort. When called upon the other day to sign contracts for a heating plant, Mr. Hofheimer had two bids, the difference between them being \$5,000. He had expected to open the business at the maximum amount for reason that a superior heating and ventilating system could be provided. The air will be changed every fifteen minutes, and in this respect the Empire will be unlike most playhouses. The draperies, the carpets, the decorations, in fact, the entire equipment, is elaborate and handsome, and in almost every instance Mr. Hofheimer gave the contractors to Richmond firms.

May Clear Situation.
Should Mr. Wells lease or purchase the Empire it stands to reason that he would not need a new theatre at Eighth and Grace. His company owns the Academy of Music, the Bijou, and has some sort of ownership in the Colonial. There would be no demand, therefore, for a fifth, so it appears that the theatrical situation will be greatly simplified if Mr. Hofheimer and Mr. Wells get together.

NEW PASTOR FOR BROAD STREET

Rev. Frank L. Wells, of Ashland, Named to Succeed Dr. Samuel C. Hatcher.

BEGINS WORK IN AUGUST

Appointment Made by Dr. Christian After Careful Consideration.

Announcement was made to the congregation of Broad Street Methodist Church last night that Rev. Frank L. Wells, of Ashland, had been appointed pastor to succeed Rev. Samuel C. Hatcher, D. D., who has resigned to become vice-president and secretary-treasurer of Randolph-Macon College. Similar announcement was made yesterday morning in Ashland, where Mr. Wells has served for the past three years as pastor of the Ashland Methodist Church and as chaplain at Randolph-Macon. He will preach his first regular sermon at Broad Street Methodist on August 4.

Selection Is Approved.
Although several names were under consideration, Rev. W. Ashbury Christian, presiding elder, gave the matter very careful consideration, and members of the church believe that he has acted most wisely in his selection. In the event that Mr. Wells measures up to the high reputation he has earned elsewhere, it will doubtless mean that he will be returned by the conference, probably for four years. Before being transferred to Ashland he had charge of a growing church at Culpeper. At Randolph-Macon he has done much to advance the cause among students, many of whom have joined the church and are regular communicants. Mr. Wells is a young man, thirty-five years old, is married, and as pastor here he will receive a salary of \$2,500.

Until the conference meets in the fall Dr. Christian will see that the Ashland church is properly supplied for all regular services.

Dr. Hatcher's Farewell.
Dr. Hatcher is preparing to take up his work with Randolph-Macon early next month. He will preach his farewell sermon as pastor of Broad Street Methodist on July 20. During his service here he has greatly advanced the standing of his church, there being more members to-day than ever before.

While he was urged to remain, he was more strongly advised to accept the college call, where he would enter a field of still greater usefulness. Moreover, under the laws of the conference when he would be necessarily limited, while at Randolph-Macon he would be engaged indefinitely.

PAYNE ARRESTED ON CHARGE OF OPERATING BLIND TIGER

Thomas Payne, colored, was arrested early yesterday morning by Officers Latham, Smallwood and Schler on a charge of operating a blind tiger at 525 Prentiss Street. A small quantity of whiskey was found in the place and will be used as evidence against the accused when the case is called this morning in Police Court. Payne was taken to the Second Police Station, where he was bailed in the sum of \$500, with William I. Johnson as surety.

RUNAWAY HORSE TOSSED OUT OF

Mrs. Frost, Her Children, and Mrs. Wood, Have Narrow Escape on Boulevard.

Mrs. Edward L. Frost, of 2119 Park Avenue, her six-year-old son and two-year-old daughter, and Mrs. John Wood were thrown from a buggy yesterday afternoon when the horse drawing the vehicle slipped its bit and ran away. None was seriously hurt. The accident took place on the Boulevard, not far from the Reservoir.

With Mrs. Frost, the party was returning from a drive when a spook was made at the drinking fountain at the Reservoir.

In order to water the horse, a negro boy unhooked the check-rein, and in some manner the bridle fell from the animal's mouth. Mr. Frost jumped from the trap when he saw the bit fall.

Becoming frightened, the animals wheeled around and dashed on down the Boulevard with not only the women and children in the vehicle, but after running more than a hundred yards he attempted to turn, and in doing so one of the wheels snapped. It was then that the passengers were thrown out. The horse stopped its mad gallop a few seconds later and was quieted.

The two-year-old girl was barely scratched, while Mrs. Frost and Mrs. Wood sustained slight bruises. The boy was a little more seriously injured, but last night it was said that he would be able to be out to-day.

The party was taken home by Mr. Frost and Dr. John H. Hinshman was summoned.

Acting Detective Fred Krengle is at his home, 31 South Morris Street. He is thought to be suffering from typhoid fever.

NARROW ESCAPE IN AUTO CRASH

Briggs Machine Knocked Over Embankment on Monument Avenue.

Seven people—four women and three men—narrowly escaped death or serious injury yesterday evening at 6:15 o'clock, when an automobile owned by B. R. Benton, of 615 Third Avenue, Highland Park, struck the right forewheel of a car owned by John A. Briggs, of 1615 West Grace Street, knocking the latter over a five-foot embankment in Monument Avenue near the Boulevard. Though badly shaken up, no one was hurt.

Both cars were proceeding in the same direction, when the one driven by Benton, which was said to be moving at a speed of about twenty miles an hour, passed the Briggs car, which was traveling more slowly, and attempted to pass it. In so doing, Benton ran into the Briggs car. The shock was sufficient to knock the car over the embankment. In some manner, it did not turn over. Neither automobile was hurt.

Benton was in the limelight last April, when it was disclosed that his real name was Ralph Clarke, but had lived in Richmond for nearly eight years under an assumed name, built up a good business, The Chemical Supply Company, of which he is president, and made money. His real identity came to light when he fell heir to \$200,000. He changed his name after he had escaped from a private sanatorium in Brooklyn, where he was confined by relatives, who believed him to be of an unbalanced mind, and is still known under the name of Benton.

In his car yesterday was his wife and a friend.

The Briggs car was occupied by Mr. and Mrs. J. F. Leonard, Mr. Briggs and Miss Frazier. It was driven by Mr. Leonard, who is a son-in-law of Mr. Briggs.

READY FOR PICNIC
Baseball Game Between Policemen and Carriers to Be Big Feature.

Tickets for the annual picnic, which will take place July 24 at the State Fair Grounds for the benefit of the Police Benevolent and Protective Association, will be placed on sale to-day.

RAILROAD PEOPLE HERE TO TESTIFY

Cosby Charges Against Richmond Transfer Company Will Be Heard To-Day.

WITNESSES ARE SUMMONED

Interstate Commerce Commission Sends Examiner Boyle to Get Evidence.

Charges of discrimination by the various railroad lines entering Richmond, brought by W. G. Cosby, who alleges that they give all of the baggage facilities to the Richmond Transfer Company, will be heard this morning before Special Examiner Boyle, of the Interstate Commerce Commission. The hearing begins at 10 o'clock at the Federal building. R. Walton Moore, of Washington, will represent the railroads. Mr. Moore is retained by the Virginia lines entering Washington as their counsel before the Interstate Commerce Commission, and in that capacity he arrived in Richmond yesterday for the hearing to-day.

General passenger agents of the various railroad lines have been summoned as witnesses. C. W. Vaughan, of the Seaboard Air Line; W. J. Craig, passenger traffic manager of the Atlantic Coast Line; H. F. Cary, general passenger agent of the Southern Railway, and several other well-known railway men were at the Jefferson Hotel last night. John D. Potts, general passenger agent, will appear for the Chesapeake and Ohio, and Warren E. Taylor, traffic manager for the Richmond, Fredericksburg and Potomac Railroad. Mr. Boyle will examine the witnesses summoned, and will file the stenographic record of proceedings with the Interstate Commerce Commission without rendering a decision.

Gist of Cosby Charges.
Some weeks ago Mr. Cosby, for many years proprietor of a baggage transfer business in Richmond, filed with the Interstate Commerce Commission a complaint against alleged discrimination in favor of the Richmond Transfer Company. He asserted that this company, which is largely owned by the railroads, is given the entire right and privilege of soliciting business in and around the local railway stations and on trains entering Richmond. He asserts that because of this condition of affairs the public is forced to pay a higher rate for hauling baggage than would be the case were there open competition, with favors to none and a fair field for all.

Railroad men state that there is great interest in the point at issue, which is in some respects unique, the hearing having little precedent, while the rules of the Interstate Commerce Commission will affect the rates of hauling conditions and rates in many cities where conditions are more or less similar.

Arrested for Assault.
For assaulting Delia Washington, colored, Joe Crawley, also colored, was arrested last night and taken to the First Police Station.

UNION DEMANDS REGULAR SCALE

Gives Notice That Printers Can't Work Below It in Open Shops After August 1.

Union printers in Richmond who are working in "open shops" for less than the recognized scale will not do so after the first week in August, under a resolution adopted yesterday afternoon at a meeting of Richmond Typographical Union, No. 50.

For some time the attention of the local union has been called to the fact that many printers building cards, are working in "open shops" for less than the union scale. The scale is \$15 a week for an eight-hour day. The employers in question, it is said, are required to work nine hours, and get \$15, when they should receive \$19 for this work.

The action was brought about for the benefit of proprietors of closed shops as well as employees. It was pointed out that it is unfair to employers of "closed shops" to be forced to pay \$19 weekly for a nine-hour day, while their competitors in "open shops" paid only \$15. The matter has been agitated for some time, and will affect many printers houses and men.

The printers are determined in the stand they have taken, and will compel all union men to quit work after the first week in August unless they are receiving the union scale.

It is not believed that the owners of "open shops" will resist the increase, and therefore it is not expected that any difficulty will ensue.

After August 1 no member working under the jurisdiction of the International Typographical Union will be allowed to receive a bonus or an amount of type set or to work by the piece, except where contracts are in force.

MEAKIN ABOUT WELL
Man Who Was Mysteriously Shot Still Declines to Talk.

Captain George Vernon Meakin, who was shot under mysterious circumstances at the home of M. J. Lawler, 106 1-2 East Clay Street, on July 5, is rapidly recovering, and unless complications arise he will be able to leave the City Home within a few days.

As Captain Meakin declines to talk concerning the shooting, it will probably remain a mystery. He maintains that the shooting was purely accidental, but declining to say whether or not the wound was self-inflicted.

ADAMS PROPOSES NEWBOND SCHEME

Offers Plan for Permanent Street Improvement Without Hurting City's Credit.

WILL TAKE PLACE OF RIDER

Wants Council to Set Aside \$200,000 a Year as Separate Fund.

Plans for comprehensive improvement of the city streets by the sale of bonds, without at the same time endangering the city's credit or making a jackpot fund for distribution in a general ward scramble, are proposed by Alderman William H. Adams, chairman of the Committee on Streets, and a former member of the Finance Committee, in lieu of the million-dollar rider proposed by Alderman Gustaf M. Adams proposes that the general improvement bond issue recommended by the Finance Committee be adopted, providing as it does \$1,400,000 in four years, for new schools, a new bridge, gas, water and sewers for South Richmond, purchase of the Ford block, and other improvements already authorized, and which only remain to be financed.

Work From Year to Year.
Mr. Adams said that he agreed with the position of the Finance Committee that street improvement bonds should not be issued for thirty-four years, as many of the improvements will wear out in less time and have to be replaced. Also, he thought the sale of a large issue at this time unnecessary, as with other work in hand and the complicated method of a sliding graduated method of a sliding graduated issue of twenty-year bonds; that an issue of \$1,000,000 be authorized, not more than \$200,000 to be sold in any one year, making available for permanent street work over and above annual appropriations \$800,000 a year for the next five years, allowing the Street Committee to go ahead with comprehensive plans and to place the work under contract from time to time.

Record Is Muddled.
Several members of the Board of Aldermen agree with the position taken by Chairman Pollard, of the Finance Committee, that regardless of the question of issuing street bonds, it would be unwise for the Board to attempt to-morrow night to reconsider its former action and again insist on a conference between the two branches. The record has already been so complicated that the validity of the bonds themselves might be questioned, and it has been held best, in order to save litigation, to take up the new ordinance introduced at the last meeting of the Council by Mr. Pollard, and allow it to pass in due form without more delay and with a clear record, so that no questions may be raised when the city offers the bonds for sale.

Then Mr. Adams will offer as a separate proposition his plan for street improvement bonds of a different character, and he says, he has assurances that under the conditions he proposes, and with proper limitations, the plan will be favorably received both in the Finance Committee and the City Council.

Should Stand On Its Own Bottom.
Certainly, he says, the Council has no idea of putting on the city a debt of a million dollars without consulting the Finance Committee, as proposed by Mr. Gustaf Adams, since the bond issue for the annexed territory, made in 1907, is not yet fully expended, he holds that if the full issue were sold at once not only would the market for city bonds be depressed, but the Street Committee could not wisely apportion so large a sum, while with assurances of fixed amount annually for a period of years the work could be carefully planned and go forward without interruption and without dissension.

As for the Gustaf plan of adding the street bonds as a rider to the pending bond issue, several Councilmen have stated that if the street bond ordinance is not strong enough to stand on its own feet it ought to fail, but it should not be used to defeat or delay important work for which the city is already obligated.

FAST TRAIN DERAILED

Coast Line's Palmetto Limited Comes in Six Hours Late.

Train 86, of the Atlantic Coast Line Railroad, known as the Palmetto Limited, arrived here six hours late from Jacksonville yesterday morning, as a result of a derailment twenty-four miles north of Florence, S. C., late Saturday night. While moving along at ordinary speed it ran into an open switch, derailing the engine, tender, baggage and express cars and two Pullmans. The coach occupied by colored passengers was thrown crosswise over the track, and by a miracle nobody was killed or even seriously hurt. The express messenger, mail clerk, a colored helper and a hobo were slightly bruised.

The Palmetto Limited is due in Richmond on its northbound trip at 5:20 A. M. and arrived yesterday at 11:49 A. M. The switch into which it ran north of Florence had not been used for several days, according to reports.

To Owners of Government Bonds

This bank will receive UNITED STATES GOVERNMENT BONDS on deposit, and will pay 2 per cent. plus the interest received on the bonds for their use. This is an opportunity for owners of United States bonds to materially increase their income without disposing of their bonds.

Owners of over One Million Dollars of Government Bonds have deposited bonds with the banks of this city. AVAIL YOURSELF OF THIS OPPORTUNITY.

AMERICAN NATIONAL BANK
RICHMOND, VIRGINIA.

NEW CAR COMPANY TO RUN THIS WEEK

Arbitrators Submit Report Which Removes Last Point at Issue.

MAY TEST LINE ON FRIDAY

Arrival of Cars Only Thing to Delay Operation of New System.

Cars may be running regularly over the lines of the Richmond and Henric Railway system by Friday or Saturday of this week. Everything is now in readiness except the cars, which are on the way. Secretary and Treasurer John C. Hagan said yesterday that all of the cars had been shipped from the Brill shops in Philadelphia, and notice of their arrival is expected at any time. Steam is already up in the power house, all the physical connections have been made, and on the arrival of the cars officials of the company will begin at once to test them for service.

Take all new machinery, it is believed that they will require a few days of "shaking down"—that they will have to be run over the lines a few times on trial trips before the company opens for passengers—but with all other preliminaries out of the way, the cars will be followed shortly by the motorman's gang and the "step lively" of the conductor.

Arbitration Concluded.
The verdict of the arbitrators in the matter of joint use of tracks with the Virginia Railway and Power Company has been rendered to the satisfaction of the two companies. Operating officials of the lines said yesterday that they were not familiar with the terms of the awards made on the various points raised, but that the points at issue had been settled to the satisfaction of all parties, and both companies will abide by the award, though Mr. Hagan intimated that his company reserved the right to ask new terms in the event of extensions of its system beyond the lines at present authorized. It has been agreed that after the main line is in operation, the Richmond and Henric Company might ask the Council for the right to operate cars on out Broad Street on the lines of the Virginia Railway and Power Company, making a loop into Lee District.

Route of Main Line.
The main line authorized by the franchise, and which will probably be in operation by the end of this week, starts from the city limits on the Brook Turnpike at Bacon's Quarter Branch and the Seaboard Air Line Railway tracks, and runs along Brook Avenue to Baker or Duval Street, with a single track along each, to Fifth along Fifth to Broad, on Broad on the tracks of the Virginia Railway and Power Company to Eleventh; north on Eleventh to Marshall, thence by way of the new viaduct from Fourteenth to Twenty-first; along Marshall to Thirty-sixth Street; thence along its own right of way by a sweeping curve through the Miles-Goode ravine to the corner of the corner of Spring and Nicholson streets in Fulton; along Nicholson to Denny; to Fifth; to Louisiana, and thence back to Nicholson Street, making a loop, returning by the same viaduct. The double track road, which is the highest point over Gillie's Creek is forty-two feet above ground.

Use "Pay-As-You-Enter" Cars.
Twelve of the new cars coming from the Brill works are of the "pay-as-you-enter" type, which has become almost universal in Northern cities, while four are to come from the Southern Car Company, at High Point, N. C., and are of the "pay-within" type, ordered as an experiment. The Brill cars are forty-six feet six inches in length, or slightly longer than the Broad and Main Street cars now in operation here. They have seventy-five-horse power Westinghouse motors.

The new line, under its franchise, is to give a five-minute schedule, and is required to issue transfers to and from the Virginia Railway and Power Company. One of the matters submitted to arbitration between the two companies was the arrangements for interchange of transfers, but the requirement on each is guaranteed in the franchise, and the rights of the citizens to transfers are fully protected, and have never been in question before the arbitrators.

CAMPAIGN IN COUNTY

Candidates Decide to Conduct It on Very High Plane.

Candidates for office in Henric county are unusually active in conducting their campaign, and are seizing every opportunity to plead their cause before the voters. Practically all of them have accepted an invitation to be present at a basket picnic on Thursday, July 27, which will be given under the auspices of Pioneer Council, No. 31, Junior Order of United American Mechanics, at Ridge Church.

So far the county campaign has witnessed no mud slinging, the office-seekers having agreed to eliminate personalities.

Probably the most aggressive fight is being conducted by S. O'Bannon, who seeks to defeat H. C. Hatcher for reelection as county treasurer. Apparently more interest centres about this struggle than any of the others.

Holeproof Hose

Excel in appearance and durability—all kinds, for men, women and children; all guaranteed.

Gans-Rady Company

BIDS OPENED TO-DAY FOR TWO NEW SCHOOLS

Extra Provision Being Made for White and Colored Pupils—Van Lew Bids Come Up in August.

Bids will be opened at the office of the City School Board to-day for the erection of the new Madison public school, to replace the building now standing at Madison and Cary Streets. Bids will also be opened to-day for the erection of the new Valley School for colored children, to be erected at Buchanan and Cedar Streets. Bids have been called for, to be opened in August, for the erection of new Bellevue public school, to be located on the Van Lew property, at Twenty-fourth and Grace Streets.

Accompanying the annual budget adopted by the Council authorizing the City School Board to secure plans and bids for new white and colored schools and one colored school, the total cost not to exceed \$200,000, this being the first installment of a general scheme proposed by the City School Board to replace all of the older buildings, the eventual cost within five years to be about \$400,000.

All Sites Are Acquired.
Later, by resolution, the Council authorized the expenditure of \$40,000 of the first year's allowance for acquisition of sites. Chairman Hatcher announced that that would cover all the new sites. It was proposed to acquire in carrying out the rebuilding scheme. There is sufficient ground for the new Madison School, the problem there being to care for the pupils pending rebuilding. A lot has been purchased for the colored school, and a site is in view for a new Springfield school building, which it is anticipated will be among the next to be authorized. Condemnation proceedings have been found necessary to clear the title to the Van Lew property, belonging to Dr. William H. Parker, but the price has been agreed upon, the city to acquire the entire block for \$25,000.

The resolution authorizing the School Board to proceed with the two white and one colored schools requires that the plans and price be approved by the Council before the contract is confirmed, and that the work will begin before construction work can begin. Plans for the two buildings for which bids are to be opened to-day are the work of Architect Charles M. Robinson, of this city.

Testing Hopper Building.
During the past several months elaborate tests have been made of the heating and ventilating plants at the new Hopper School building, now about completed. Clerk and Supervisor C. P. Walford, of the School Board, said that the tests were more than satisfactory. The building, which is to be named after the late superintendent of schools, William F. Fox, is of modern type and well arranged in every detail—in fact, setting a new pace for grammar school construction in Richmond. The building has cost \$70,000.

MOTOR CAR FOLK ALL MUST OBEY DODGE LICENSE TRAFFIC LAW

Expert Figures That One Thousand and in Virginia Have Not Paid 1911 Tax.

After a tour through the Tidewater and Valley sections, a Richmond automobile man said yesterday that there are fully 1,000 motor cars in Virginia on which the license tax for 1911 has not been paid. In the country districts, he said, no attempt has been made to enforce the law, and he got the name of one man who may have had something to do with the framing of the law, and who is still operating his car on a 1910 tax. There are nearly 1,000 automobiles in Richmond, and every single one carries the blue tag.

Attention was called to this fact early in March by The Times-Dispatch, said the man, who estimates the total number of offenders around 1,000, "and in some cases it had the desired effect. The automobile people get the full benefit of this good roads work, and naturally they should pay their part of the tax. I submit, and with reason, too, that if every owner in the cities is forced to pay, then every owner in a small town should likewise pay. You can go anywhere in Virginia to-day and see cars running about with those red tags. No attempt is made by anybody, so far as I can gather, to jack them up, and if they are inclined to dodge the tax, they can do it, and nobody bothers them. The cities and associations are on record in this matter. They insist upon the payment of the proper tax, and the same is true of every dealer. There will be tax dodgers as long as a tax on anything is required, but we ought to get behind these automobile delinquents and make them come across."

NOBODY CALLED YET
Grace Street Baptist Church Still Without Regular Pastor.

It was officially stated by members of the Grace Street Baptist Church yesterday that no progress had been made toward calling a pastor, and that in view of the fact that many members of the congregation are now out of the city the matter would probably go over to September. The congregation some weeks ago appointed a committee to recommend a successor to Rev. D. M. Ramsey, D. D., who recently resigned. This committee will continue its correspondence through the summer and, he in a position to make recommendations when the congregation resumes its usual church activities in the fall.

Short Sea Trips

New York and Boston
Richmond Transfer Co.

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117 E. MAIN ST.
Strict supervision by the State authorities and Directors of the bank insure absolute safety.
One dollar starts an account.
Loans made on Real Estate.
ACCOUNTS SOLICITED

READY FOR PICNIC
Baseball Game Between Policemen and Carriers to Be Big Feature.
Tickets for the annual picnic, which will take place July 24 at the State Fair Grounds for the benefit of the Police Benevolent and Protective Association, will be placed on sale to-day.
Indications are that this year's event will be the most successful of any since their inauguration. An unusually elaborate program, it is expected, will be carried out. It will include numerous athletic events, which a ball game between a team of letter carriers and the crack nine of the force will be a feature.

MEAKIN ABOUT WELL
Man Who Was Mysteriously Shot Still Declines to Talk.
Captain George Vernon Meakin, who was shot under mysterious circumstances at the home of M. J. Lawler, 106 1-2 East Clay Street, on July 5, is rapidly recovering, and unless complications arise he will be able to leave the City Home within a few days.
As Captain Meakin declines to talk concerning the shooting, it will probably remain a mystery. He maintains that the shooting was purely accidental, but declining to say whether or not the wound was self-inflicted.
Notwithstanding the fact that a 22-calibre bullet passed entirely through his body, penetrating the lower part of the left lung, his recovery has been rapid. Attending physicians say this is due largely to his rugged constitution.

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